

The Hongkong Telegraph

(ESTABLISHED 1881.)

NEW SERIES No. 4216.

日九十月三年九十二光緒

THURSDAY, APRIL 16, 1903.

四拜禮

號六十六

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,000,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO. KOBÉ.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent
" 6 " 4 " "
" 3 " 3 " "

TARO HODSUMI,
Manager.

Hongkong, 14th March, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$10,000,000

Sterling Reserve \$10,000,000

Silver Reserve \$5,500,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

G. Balloch, Esq.

Hon. C. W. Dickson, Esq.

E. Goetz, Esq.

G. H. Madhurst, Esq.

C. Michelau, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent. per Annum.

For 6 months, 3 1/2 per Cent. per Annum.

For 12 months, 4 1/2 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 25th March, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,

LIMITED.

Authorised Capital \$1,000,000

Paid up Capital \$324,374

HEAD OFFICE—HONGKONG.

Board of Directors:

Chan Kit Shan, Esq., C. E. Evans, Esq.

Chow Tung Shing, Esq., J. J. Lauts, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 19th November, 1902. [15]

THE DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Hankow, Tientsin (Kiautschow)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [16]

GUARANTY TRUST COMPANY OF NEW YORK

(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold
\$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:

33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:

PARR'S BANK, LIMITED.

HONGKONG OFFICE:

4, DES VUEZ ROAD.

General Banking and Exchange business

transacted.

INTEREST ALLOWED

On Current Accounts at 2 1/2 per annum.

On Fixed Deposits:

For 3 months 2 1/2 per annum.

" 6 " 3 1/2 "

" 12 " 4 1/2 "

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [17]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES

OF AMERICA IN CHINA AND THE

PHILIPPINE ISLANDS.

Capital paid in, Gold \$4,000,000

Surplus (Reserve) Gold \$1,000,000

Total Gold \$5,000,000

Capital and Surplus authorised, Gold \$10,000,000

=\$2,000,000.

LONDON BANKERS:

THE NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

The Corporation buys and sells Bills of

Exchange, issues Letters of Credit and carries

on every description of Banking and Exchange

business. Money received on Current Deposit

Account at the rate of 2 per cent. per annum

on the daily balances, and on Fixed Deposit

as follows:

For 12 months, 4 1/2 per annum.

" 6 " 4 " "

" 3 " 3 1/2 "

HONGKONG—TEMPORARY OFFICE:

PRINCE OF WALE STREET,

CHARLES R. SCOTT,
Manager.

Hongkong, 7th April, 1903. [1000]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON. PEKING.

CHEFOO. PENANG.

CHINKIANG. SINGAPORE.

CHUNKING. TIENSIN.

HANKOW.

THE Bank purchases and receives for collection

Bills of Exchange drawn on the above

places, and Sells Drafts and Telegraphic Trans-

fers Payable at its Branches and Agencies.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1 1/2 per Annum Fixed Deposits for 3 months.

" 12 " " 6 " "

" 12 " " 12 " "

" 12 " " 12 " "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1904. [12]

THE CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-

HOLDERS £800,000

RESERVE FUND £650,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3 1/2 "

" 3 " 3 " "

T. P. COCHRANE,
Acting Manager.

Hongkong, 2nd June, 1902. [11]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(C.)

FOR STEAMERS CAPTAINS TO SAIL REMARKS

S'PORE, C'MBO, Peking C. R. Longden, R.N.R. About 18th April. Freight only.

YOKOHAMA, Malacca A. F. Street About 18th April. Freight or Passage.

SHANGHAI, Bengal A. L. Valentini About 24th April. Freight or Passage.

LONDON, &c. Ballarat F. R. Summers Noon, 25th April. Freight or Passage.

(See Special Advertisement.)

Via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

Via SHANGHAI, MOI and KOBE. (Passing through the Inland Sea).

(Calling at PENANG if sufficient inducement offers).

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 14th April, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA.

ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON.

AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers

and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

*KIAUTSCHOU SAILING DATES

WEDNESDAY, 29th April.

*BAYERN WEDNESDAY, 13th May.

*ZITEN WEDNESDAY, 27th May.

*STUTTGART THURSDAY, 11th June.

*ROON THURSDAY, 25th June.

*PREUSSEN THURSDAY, 9th July.

*HAMBURG THURSDAY, 23rd July.

*PRINZ HEINRICH THURSDAY, 6th August.

Steamers of the Hamburg-America Linie.

† Calling at Amoy.

ON WEDNESDAY, the 29th day of April, 1903, at NOON, the Steamship "KIAUTSCHOU"

of the HAMBURG-AMERIKA LINIE, Captain Behrens, with MAILS,

PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at

NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 27th instant, Cargo and

Specie will be received on Board until 5 P.M., on TUESDAY, the 28th instant, and Parcels

will be received at the Agency's Office until NOON, on TUESDAY, the 28th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS. [563c]

Hongkong, 15th April, 1903.

Intimations.

NOTICE!!!

Genuine FIRST HAND Pianos

BY THE FOLLOWING LEADING MANUFACTURERS:

COLLARD & COLLARD

BROADWOOD

STEINWAY

DORNER

CHALLEN.

CAN ONLY BE OBTAINED FROM

LANE, CRAWFORD & CO.,

Their SOLE AGENTS in Hongkong.

In consequence of the NUMEROUS FRAUDS practised on the Public by Makers of

COUNTERFEIT PIANOFORTES forging the names of the well known firm of COLLARD and

COLLARD upon them, the latter have adopted the precaution of supplying with each

Pianoforte a CERTIFICATE of AUTHENTICITY Signed by their firm, and it is earnestly

requested that purchasers to avoid imposition will BEFORE PURCHASING insist on its

production, and satisfy themselves that the number and description of the instrument

correspond with the particulars in the Certificate.

LANE, CRAWFORD & CO.

Hongkong, 18th March, 1903. [732c]

GO TO THE KOWLOON HOTEL, KOWLOON.

R. F. DALY,

Manager.

J. W. OSBORN,

Proprietor.

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE

CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,

AND

GENERAL EXPORTERS.

No. 34, Queen's Road, Central.

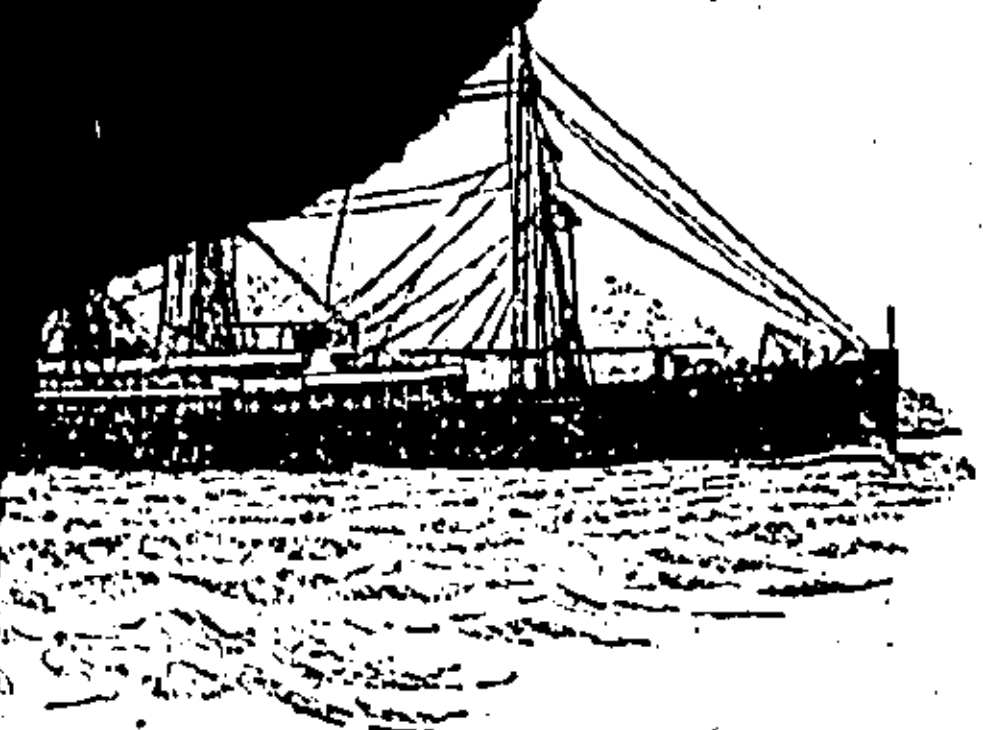
Next Door Messrs. LANE, CRAWFORD & CO.

Hongkong, 20th November, 1902. [1130c]

Intima

BOVRIL AT THE

Bovril has played such a conspicuous part in South Africa, that it has become a feature of the story. The "Lancet" has had frequent references to the officers of the Royal Army Medical Corps. Nearly every newspaper had to refer to Bovril to make his story complete. Rudyard Kipling has written their Bovril stories. Over 500 British hospitals and similar use and

OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES
"KOREA"	Yokohama, San Francisco	18th April, at Noon.
"SIBERIA"	Yokohama, San Francisco	25th April, at Noon.
"KOREA"	Yokohama, San Francisco	2nd May, at Noon.
"SIBERIA"	Yokohama, San Francisco	9th May, at Noon.
"KOREA"	Yokohama, San Francisco	16th May, at Noon.
"SIBERIA"	Yokohama, San Francisco	23rd May, at Noon.
"KOREA"	Yokohama, San Francisco	30th May, at Noon.
"SIBERIA"	Yokohama, San Francisco	6th June, at Noon.
"KOREA"	Yokohama, San Francisco	13th June, at Noon.
"SIBERIA"	Yokohama, San Francisco	20th June, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 11th April, 1903.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

THREE DAYS TO A WEEK in the Trans-Pacific journey; and make connections at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC COAST TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Europe, Africa, Asia, Australia, and the Colonies can reach in the shortest time.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICA PORTS).

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

STEAMERS	DESTINATIONS	SAILING DATES
"SAMBIA"	HAVRE, BREMEN and HAMBURG.	23rd April. Freight.
"SAMBIA"	(Calling at SINGAPORE and PENANG.)	
"SAMBIA"	HAVRE and HAMBURG.	5th May. Freight.
"SAMBIA"	(Calling at SINGAPORE and COLOMBO.)	
"SAMBIA"	HAVRE and HAMBURG.	19th May. Freight.
"SAMBIA"	(Calling at SINGAPORE and PENANG.)	
"SAMBIA"	HAVRE and HAMBURG.	2nd June. Freight.
"SAMBIA"	(Calling at SINGAPORE and COLOMBO.)	
"SAMBIA"	HAVRE and HAMBURG.	16th June. Freight and Passengers.
"SAMBIA"	(Calling at SINGAPORE and PENANG.)	
"SAMBIA"	HAVRE and HAMBURG.	30th June. Freight.
"SAMBIA"	(Calling at SINGAPORE and COLOMBO.)	
"SAMBIA"	NEW YORK VIA PORTS.	30th May. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

No. 1, Queen's Buildings.

Hongkong, 14th April, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons,	Captain H. D. Jones.
"POWAN,"	2,318 "	" G. F. Morrison, R.N.R.
"FATSHAN,"	2,200 "	" A. W. Dixon.
"HANKOW,"	3,073 "	" C. V. Lloyd.
"KINSHAN,"	2,860 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 8 A.M. (Sunday excepted), and at about 5:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at about 8 A.M. (Sunday excepted), and at about 4:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday

Du. from Macao to Hongkong daily at about 8 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,100 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 1,560 tons, Captain R. D. Thomas.

S.S. "SINAM," 1,583 tons, Captain B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and fare lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 11th April, 1903.

Intimations.

NOTICE.

STEAMERS AND LAUNCHES
FOR SALE.

A FAST twin screw steamer, just completed. Length 155 feet, breadth 25 feet, and depth 11 feet.

A Steam Launch with condenser, length 59 feet.

A Steam Launch with condenser, length 29 feet.

A Steamer, in course of construction, length 140 feet, breadth 24 feet, depth 11 feet. Engines 14" x 30", 20" stroke.

For Particulars Apply to

A. RITCHIE,

39, Des Vaux Road, Central.

Hongkong, 11th April, 1903.

[454e]

HONGKONG ICE COMPANY,
LIMITED.

The Retail Price of Ice will be Two cents per pound. Rates for One Ton and Upwards, supplied to Shipping direct from the Works, will remain as formerly.

Cold Storage Rates on application.

Wm. PARLANE,
Manager.

Hongkong, 11th April 1903.

[455e]

WANTED.

INSTITUTION OF ENGINEERS AND
SHIPBUILDERS OF HONGKONG.
Wanted a MANAGER for above Institution.

Apply to

HON. SECRETARY.

Hongkong, 20th March, 1903.

[458e]

WANTED.

A TEACHER for St. Joseph's College.

Apply by Letter to

BRO. FRANCIS,
Director,
St. Joseph's College.No. 2, Robinson Road,
Hongkong, 12th January, 1903.

[459e]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIP'S STORES AND REQUISITES.
ALWAYS IN STOCK
AT
REASONABLE PRICES.

HONGKONG, 12th May, 1902.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.J. EYES
FLUIDAVOID ALL RISK OF OUTBREAK BY
ITS USE.W. G. HUMPHREYS & CO.,
Bank Buildings.

Hongkong, 12th May, 1902.

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA)
DENTIST.

No. 26, Connaught Road Central.

Hongkong, 9th February, 1903.

[460e]

Intimations.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.THE TWENTYTH ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS in the above Company will be
held at the COMPANY'S OFFICES, No. 14, Des
Vaux Road, Victoria, on WEDNESDAY,
the 29th April, 1903, at NOON, for the purpose
of receiving a Statement of Accounts and the
Report of the General Managers for the year
ending 31st December, 1902.The TRANSFER BOOKS of the Company
will be CLOSED from MONDAY, the 25th
April, to WEDNESDAY, the 29th April, both
days inclusive.SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th April, 1903.

[478e]

THE PUNJON MINING COMPANY,
LIMITED.NOTICE IS HEREBY GIVEN that at a
Meeting of the Board of Directors of
the Company, held at the Company's Office,
No. 13, Leadenhall Street, Victoria, Hong-
kong, on Wednesday the 8th day of April,
1903, the following Resolution was passed:That the final CALL of FIFTY CENTS
Ordinary Shares in the above Company in
respect of all the Shares held by them in
the above Company be and the same is
hereby made. Such Call to be paid to the
Company at their Bankers, the Hongkong
and Shanghai Banking Corporation, at
their Premises, Queen's Road Central,
Victoria, Hongkong, on or before the 9th
day of May, 1903.And NOTICE IS ALSO GIVEN that in
accordance with Article 24 of the Company's
Articles of Association, Interest will be charged
as from the said 9th day of May, 1903, at the
rate of 5 per centum per annum, upon all
Calls remaining unpaid after the said 9th day
of May, 1903, up to the actual dates of payment
of the same.Shareholders are particularly requested to
note that upon presentation at the Office of
the Company of the Banker's Receipt for pay-
ment of the Call, together with the Certificate
of the Shares, in respect of which the Call has
been paid, an endorsement to that effect will
be made upon the Certificate.By Order of the Board of Directors,
W. KERFOOT HUGHES,
Secretary.

Hongkong, 9th April, 1903.

[452e]

GESUCHT.

WIRD ein Deutscher als Verwalter für
den deutschen Klub „Eintracht“
Gehaltsbedingungen nach Uebereinkunft.
Adresse:VORSTAND, KLUB „EINTRACHT“
Hongkong.

Hongkong, 15th April, 1903.

[471e]

WANTED.

AN EXPERT TYPEWRITER.

Apply to

"G."

C/o The Hongkong Telegraph.

Hongkong, 15th April, 1903.

[469e]

SANG MOW.

DEALER IN
Rattan Furniture, Bamboo
Blinds and Matting of
All Colours.No. 45, Queen's Road, Central,
Price Lists on Application,
Orders Executed Promptly.

H'kong, 12th May, 1902.

[454e]

MEE CHEUNG,
PHOTOGRAPHER.TOP FLOOR OF ICE HOUSE, 11
ICE-HOUSE ROAD.[S now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hon'ble, 22nd September, 1902.]

[45]

WAI YUNG
PHOTOGRAPHER.

No. 1, D'AGUILAR STREET, HONGKONG.

HIGH CLASS PORTRAITURE IN ALL
STYLES, ENLARGEMENTS.

VIEWS ALWAYS ON HAND.

TERMS MODERATE.

Hongkong, 19th December, 1902.

[1393d]

Intimations.



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS,

OPHTHALMIC OPTICIAN,

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.

Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel.

[6c]

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Lunch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c]

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

Dr. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

[954c]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition,
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES,
Nos. 64 & 66, Queen's Road Central.

[19]

GREEN ISLAND CEMENT COMPANY
LIMITED.

ENGLAND TO YOKOHAMA IN
TWENTY-ONE DAYS via C.P.R.

A passenger who makes the Transcontinental journey by the Canadian Pacific Railway today has to purchase a ticket a yard or two in length. It requires a considerable amount of practice to fold it up so that it will fit into an ordinary pocket-book; the conductor tears strips off it at regular intervals; the negro porter confiscates it at night and returns it to you, somewhat abbreviated in the morning; just when it has been reduced to a convenient size and you have begun to get fond of it, you part with it for ever.

One of these days it will be possible at one of the big London stations to buy an ordinary cardboard slip labelled Vancouver or Yokohama, or Shanghai, or Sydney. You will get into an express train that combines all the best features of English and American railway carriages, and run, by special arrangement with an English railway company, to Liverpool or some other seaport, and then embark on a Canadian Pacific steamship. The distance from Liverpool to New York is 3,025 miles; that from Liverpool to Halifax is 2,445 miles. Even if the new steamers only ran at the same pace as the fast Cunarders to-day, a passenger by this route would reach Chicago or Minneapolis, and be half way across the American Continent in the time that it now takes him to reach the Atlantic seaboard. The distance from Liverpool to Hongkong, via Quebec and Vancouver, is 11,548 miles, as against 17,753 miles via New York and San Francisco—that is to say, a difference of 1,205 miles in favour of the all British route.

The writer happened to be standing on the verandah of the Vancouver Hotel one sunny morning last September. Down at the wharf was a big steamship, one of the White Empress Line, with the black smoke pouring out of her yellow funnels against the dark ground of pines on the Capilano Range. There are at present three Empresses plying between Vancouver, Yokohama, Kobe, Nagasaki, Shanghai, and Hongkong. Their dimensions are: Length 485 ft., breadth 51 ft., depth 36 ft., tonnage 6,000. Their indicated horsepower is 10,000, and on the trial trips a speed of over nineteen knots an hour was developed. The Royal Mail service between Canada, Hawaii, and Australia, connecting with New Zealand and Tasmania, is performed by the Canadian-Australian Line steamships *Aorangi*, 4,250 tons and 4,500 i.h.p., *Moana*, 4,000 tons and 4,500 i.h.p., and *Mitern*, 3,000 tons and 4,000 i.h.p. These vessels are capable of maintaining a high rate of speed, their trial trips on the measured mile having been seventeen knots per hour.

Shortly after the Empress Line was first established, the Canadian Pacific Railway Company gave a practical demonstration to show what they could do, if necessary, to ensure a fast mail service to and from the Orient. The *Empress of Japan* left Hongkong at noon on August 11, 1891, calling successively at Shanghai, Nagasaki and Kobe. On August 19 the *White Empress* left Yokohama at 8.45 a.m., carrying forty-six saloons, eighteen second-class, and 240 Asiatic steerage passengers, besides 3,000 tons of general cargo and thirty-three sacks of mail. She arrived at Royal Roads at 4.24 a.m. on the morning of the 29th, and at Vancouver at noon on the same day (Saturday). Just one hour and eight minutes later a special train, carrying the eighteen mail-bags (twelve for London and six for New York) and one solitary passenger, started out of the station, speeding past the blue inlets under the shadow of the snow-topped mountains, in order, if possible, to cross the continent in ninety hours. The *City of New York* was to sail at 5 a.m. on September 2; if they could catch her, the mail would be in London by the 9th, and the journey from Yokohama to London via the Canadian Pacific would have been performed in twenty-one days. If they missed the *Iman* boat they would have to content themselves with the *Hamburg-American Columbia*, sailing at 6 a.m. the following day.

It was barely six years since the Canadian Pacific Railway Company had completed the long line of steel between the Atlantic and the Pacific, piercing its way through a barrier of 500 miles of mountains. Everybody loves a race against time, and a race across a continent at breakneck speed is the kind of thing that appeals to the Western imagination. At the boundary another special was in waiting to rush the mail across United States territory to the seaboard; and the American railwaymen were just as anxious to see the thing through as were their Canadian cousins.

From Swift Current, on the other side of the Rockies, there came a telegram on Monday morning saying, "The special passed here at 1.30 a.m., and we knew that she was safe across the mountains and nearly a thousand miles on her way from Vancouver; an hour later she was at Wolsley; at 5 a.m. she was at Brandon; at daybreak she rushed into the depot at Winnipeg, and out again at forty miles an hour. At nine o'clock that night she was at Port Arthur, on the west side of Thunder Bay, an arm of Lake Superior."

Meanwhile Assistant-Superintendent Bradley, of the New York Central, had been despatched to Brockville, on the Canadian bank of the St. Lawrence, to await her arrival. Superintendent Voorhees had a special train, composed of one baggage car, and an engine, ready at Morristown, just across the river, to carry the mails to New York; and Superintendent Jackson, of the Railway Mail Service, had arranged for two trucks to be at the Grand Central Depot to transfer the bags to the steamer at her dock in the N.R.

Could she do it? At noon on Tuesday Mr. Bradley telegraphed from Brockville to his chief that the C.P.R. train was 400 miles away and two hours late; cause of delay, hot boxes. At 2.00 p.m. another telegram was received saying that the train was but 300 miles away. At 6.10 the special passed Chalk River, 173

ASK for ASAHI JAPANESE BEER—G. Gillett.

miles from Brockville, at fifty-five miles per hour. At eight o'clock she made her last stop before reaching Brockville, having made the last seventy-four miles in ninety-three minutes, including twelve minutes for a stop; the last thirteen miles had been covered in eleven minutes. Every second of time was valuable, and she had sixty-one more miles to cover before her share in the journey was accomplished; but at twenty minutes past nine she panted into Brockville Station, and had barely stopped when the mail-bags were hustled out, taken across the ferry, and put on the special furnished by the New York Central people at Morristown, the whole operation taking just twenty-five minutes. A 9.45 the American train started; she rushed the 12½ miles to Utica in 153 minutes, including eight minutes' stops; from Utica to Hoffman's Ferry, 68½ miles, she sped, at more than a mile a minute, in just one minute over the hour; in ninety minutes she had covered the ninety-five miles from Utica to Albany; from Poughkeepsie to Cold Springs, twenty-one miles, in twenty minutes; from Croton to Yonkers, nineteen miles, in sixteen minutes. At 4.43 a.m. she thundered into the Grand Central Depot at New York.

They had seventeen minutes to transfer the mail-bags to the steamer, but the Canadian Pacific authorities and Superintendent Jackson had seen the *Iman* Line people and made them promise to hold the steamer until the last possible moment. As quick as lightning Assistant-Superintendent Bradley, who had accompanied the special from Brockville, dumped the bags into the truck, jumped in himself, shouted to the driver, and the horses raced at a straining gallop through the streets in the twilight of early dawn. They reached the dock a few minutes after five and caught the steamer.

The British postal authorities were less sympathetic, or less enterprising, and matters were somewhat bungled at the finish. Only the mail matter for Ireland was landed at Queenstown, the remainder being carried on to Liverpool. There the mail for the North was distributed, the remainder, consisting of 204 sacks, being forwarded to London by special train. The P. O. Department made no special effort to expedite the delivery of the bags in the transportation of which the Transatlantic authorities had made such extraordinary speed, and it was 11.8 a.m. on September 9 before the China mail was finally handed in at St. Martin's-le-Grand, in just 21 days 11 hours and 54 minutes—actual time—after leaving Yokohama.

The Canadian Pacific had shown what their railways could do if the necessity should arise; six years later, the *Empress of Japan* proved that their steamships could be depended on to correct an unavoidable delay on land. The usual time of the Empress steamers between Yokohama and Vancouver is fourteen days. This particular ship was advertised to leave Vancouver on June 21, 1897, at 1.30 p.m., but, on account of a cloud-burst on the eastern slope of the Rocky Mountains, which did considerable damage to the railway and caused serious interruption to traffic, she did not start till June 26 at 10 o'clock. She arrived at Yokohama on July 7 at 1.35 p.m., and at Hongkong five minutes after noon on July 14; that is to say, she left Vancouver 4 days 20 hours and 30 minutes late, and practically made up the lost time before reaching her first stopping-place. With a fast Atlantic service mails could be delivered to Vancouver in ten days, to Yokohama in twenty-one, to Sydney in thirty-one. With faster steamers on the Pacific this time could, of course, be shortened. From Yokohama to Hongkong is 1,600 miles; from Hongkong to Singapore, 1,430 miles; from Singapore to Calcutta, 1,630 miles. It would be difficult to overrate the importance of this route for the transportation of men and munitions in case of war; and it is easy to see the advantage it would be to have twenty-four or twenty-five-knot boats running across the Atlantic from one British port to another. The Canadian Pacific Company have agents and correspondents in every country in the world; they have the wealth and the organisation necessary to make such a line a success, if it is properly subsidised by the Imperial and Dominion Governments; and they already handle the Transcontinental and Transpacific traffic. To-day it is possible that an Express boat, for instance, may arrive at Vancouver a day too late to catch an Atlantic steamer from Montreal or New York; but if the whole journey were controlled by one company this danger would be easily obviated.—*Westminster Gazette*.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 16th at 11.30 a.m. The barometer had fallen considerably over E. Japan owing to the depression, which is passing to the Pacific to the N.E. of Japan.

Pressure is high over N.E. China, the barometer having risen moderately in that area since yesterday.

Gradients: slight with moderate N.E. and E. winds on the coast and over the N. part of the China Sea.

Forecast:—light moderate E. winds; fair.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Cambric Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiors will also be most grateful for any PATCHES, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1903.

ASK for ASAHI JAPANESE BEER—G. Gillett.

Notice of Firm.

NOTICE.

THE Partnership formerly existing between Messrs. DORABJEE NOWROJEE, I. P. MADAR, and WILLIAM FARMER in connection with the businesses of the NEW VICTORIA and KING EDWARD HOTELS, Hongkong, and the VICTORIA HOTEL, Shanghai, Canton, has been dissolved by mutual consent as from the 31st day of December, 1902.

Mr. WILLIAM FARMER as from such date entirely takes over and becomes responsible for the business of the VICTORIA HOTEL, Shanghai, Canton, Messrs. DORABJEE NOWROJEE and I. P. MADAR as from such date entirely take over and become responsible for the businesses of the NEW VICTORIA and KING EDWARD HOTELS, Hongkong.

Dated this 14th day of April, 1903.
Messrs. DORABJEE NOWROJEE,
I. P. MADAR,
WM. FARMER.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from Chief Inspector MACKIE, to Sell by PUBLIC AUCTION, TO-MORROW,

(FRIDAY), the 17th April, 1903, at 2.30 p.m., within his residence, at the CENTRAL POLICE STATION, SUNDRY HOUSEHOLD FURNITURE, comprising:—

TEAKWOOD CHEST-OF-DRAWERS, DINING TABLES, DINNER WAGON, SINGLE AND DOUBLE IRON BED-STEADS WITH MATTRESSES, CROCKERY, and GLASS WARE, TEAKWOOD SIDEBOARD WITH GLASS, MATTING, MEAT SAFES, COOKING STOVE & UTENSILS, &c., &c.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 15th April, 1903. [472e]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

SATURDAY, the 18th April, 1903, at 2.30 p.m., at their

SALES ROOMS, No. 8, Des Vaux Road, Corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE, comprising:—

SATIN-COVERED DRAWING-ROOM SUITE, TEAKWOOD OVERMANTELS WITH BEVELED GLASS, AMERICAN ROLL-TOP DESKS, BLACKWOOD WARE, TEAKWOOD EXTENSION DINING TABLE & CHAIRS, MARBLE-COVERED SOFA and CHAIRS, MARBLE-TOP DRESSING TABLES WITH BEVELED GLASS, FUR RUGS, ELECTROPLATED and GLASS WARE, DOUBLE IRON BEDSTEAD WITH WIRE and HAIR MATTRESSES, MARINBURK'S MAKE WASHSTANDS and DRESSING TABLES, COOKING STOVES, &c., &c.; ALSO

An ENGLISH BILLIARD-TABLE, CUES, &c., &c.

1 PIANO by Robinson & Co.
1 PIANO by Broadwood.
3 SADDLES and BRIDLES Complete.
On view on Friday, the 17th instant.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 16th April, 1903. [473e]

PUBLIC AUCTION.

THE Undersigned have received instructions from the REGISTRAR, SUPREME COURT, to Sell by PUBLIC AUCTION, on

WEDNESDAY, the 22nd April, 1903, at 11 A.M., at their

SALES ROOMS, No. 8, Des Vaux Road, Corner of Ice House Street, THE STOCK-IN-TRADE OF CHEUNG WOO'S FIRM, comprising:—

TWEEDS, FLANNELS, GENTLEMEN'S SHIRTS, FELT & STRAW HATS, LINEN, SOCKS, FLANNELLETTES, HANDKERCHIEFS, MONEY PURSES, PERFUMERY, BUTTONS, GENTLEMEN'S BOOTS and SHOES, SCISSORS, NECKTIES, COLLARS, WALKING STICKS, SINGLES, RAIN COATS, BRACES, SOAPS, &c., &c.; ALSO

GLASS, SHOWCASES, COUNTER, MIRRORS and TABLES will be sold on the Premises, No. 43, Queen's Road Central, at 2.30 P.M.

TERMS:—As usual. HUGHES & HOUGH, Government Auctioneers.

Hongkong, 15th April, 1903. [474e]

For Sale.

FOR SALE.

A NEW MINIATURE BILLIARD TABLE WITH CUES and BALLS.

For Particulars, apply "P.G." C/o Hongkong Telegraph.

Hongkong, 14th April, 1903. [475e]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D' Hote at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 12nd October, 1902. [5116d]

Intimations.

BABIES AND CHILDREN

should be fairly plump. They ought to put on fat as fast as they use it up; for fat is fuel, and the burning of it makes power and force. Thin children—even along to the age of eighteen or twenty—are in danger from consumption, and from other wasting complaints. The children who starve, and the young men and women who are consumed—why, the very idea of it is frightful. For such as they there is always what the Bible calls a "mighty famine" in the land. Food, though it may be taken plentifully, does not nourish them. It makes no fat; it gives no strength. To prevent this, to cure this, to save the young ones at the mother's knees, and the bright boys and girls who are just looking at the world with hopeful and ambitious eyes, is the purpose of

WAMPOLE'S PREPARATION.

Its success is decided and settled. Thousands owe it to life and health. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and bone and blood diseases, nothing equals it; its tonic qualities are of the highest order. Parents whose children are sick cannot resort to it a day too soon. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation; its application has never failed us in any case, even the most aggravated bordering on pneumonia. The children like it, they love the taste of it, it looks good to them, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease among the people from infancy to old age. Every dose effective. "You cannot be disappointed in it." At all chemists and A. S. Watson & Co., Limited.

THE

ROBINSON
PIANO

Co., Ltd.

JUST UNPACKED

DIRECT FROM THE
MAKERS.A NEW SHIPMENT OF THE
CELEBRATEDAPOLLO PIANO
PLAYERS

IN THE

LATEST STYLE.

Hongkong, 15th April, 1903. [415e]

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructive Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME. Prescribed by the leading medical authorities in all countries for the last twenty-five years, with the greatest success, it continues to retain its reputation where all other remedies have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance. Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations. GRIMAULT & Co., Paris, tell by all Chemists.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KINSHU MARU F. L. Pyne	KOBE	FRIDAY, 17th April, at 4 P.M.
INABA MARU W. Bainbridge	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 18th April, at Daylight.
HIROSHIMA MARU J. Nagao	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 21st April, at 4 P.M.
KAGA MARU Geo. Anderson	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 21st April, at 4 P.M.
KASUGA MARU H. Fraser	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 22nd April, at Noon.
SADO MARU S. J. G. Parsons	KOBE and YOKOHAMA	FRIDAY, 24th April, at Daylight.
YAWATA MARU A. E. Moses	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th April, at 4 P.M.
HITACHI MARU J. Campbell	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 2nd May, at Daylight.

* Through Passenger Tickets issued for the principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round and World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 14th April, 1903.

NORTHERN PACIFIC STEAMSHIP
COMPANY.BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
Ticonderoga	2,871	A. Dixon	April 17
Hyades	3,753	Geo. Wright	May 5
Shawmut	9,506	W. M. Smith	May 21

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 6th April, 1903. [874d]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.

ON or about THURSDAY, the 23rd April, 1903 the Company's Steamship "TONKIN," Captain Schmitz, with Mail-Parcels, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the *St. Pierre de la Clota*, which vessel takes on her Passengers and Mails leaving that Port on or about the 2nd May, 1903, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on WEDNESDAY, the 22nd April, Specie and Parcels received until 4 P.M. on the same day.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 8th April, 1903. [1004c]

CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

司公限有船輪華中
FOR MANZANILLO, MEXICO AND SAN FRANCISCO VIA MOJI, KOBE, AND YOKOHAMA.

THE Steamship "CHINGWOW" Captain Parkinson, will be despatched for the above ports on SATURDAY, the 25th instant, at Noon.

For Freight or Passage, apply at the Company's Office, 35, Queen's Road Central, and Floor.

J. S. VAN BUREN, Superintendent.

Hongkong, 7th April, 1903. [436e]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 15th May, 1901. [29]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR TRAITTS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship "BALLAARAT," Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY on SATURDAY, the 25th April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Ten for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 11th April, 1903. [14]

To be Let.

TO LET.

NO. 3, STEWART TERRACE, THE PEAK. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 8th April, 1903. [442e]

GODOWNS TO LET.

PRAYA EAST, Spacious, Two-storied and Single-storied Godowns. Suitable for Yarn or Coals. Also Land for Coal Storage. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 30th March, 1903. [597e]

TO LET OR FOR SALE.

"EX ELSIOR," No. 10, SAN LOURENÇO, Macao. From 1st April next. Apply to Dr. G. P. JORDAN, 2, Connaught Buildings, Hongkong, 2nd March, 1903. [255e]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST. Apply to H. N. MODY, Victoria Buildings, Hongkong, 2nd February, 1903. [1328d]

TO LET.

SEVERAL NEWLY

TELEGRAMS.

(Refers.)

LONDON, 14th April.
France.

President Loubet, who left Paris on Sunday, 14th April, for Algeria, met with an enthusiastic reception at Marseilles.

The King's Tour.

The King has left Gibraltar.

The Bagdad Railway.

The Imperial Ottoman Bagdad Railway has been formally constituted at Constantinople with a capital of Frs. 15,000,000. One of the Managers of the Deutsche Bank will be President, and the Administrator of the Ottoman Bank of Paris, Vice-President. The British director has not as yet been appointed.

(Shanghai Mercury.)

Marine Disaster Near Chefoo.

STEAMER "VICTORIA" ASHORE.

Chefoo, 11th April.
The British steamer *Victoria* is ashore on Little Bamboo Island, with her holds full of water.The chief officer has arrived here in the lifeboat.
Lloyd's agents here, Messrs. Curtis Bros., are endeavouring to procure assistance for her. [This is probably the British steamer *Victoria*, 1,106 tons, Captain Casey, trading between Hongkong and the Northern Ports—Ed.]

Japanese Naval Review.

Kobe, 11th April.

His Majesty the Emperor reviewed the fleet of over seventy-five war-vessels at Kobe yesterday. The scene was a brilliant one. All the local consuls and several official foreigners were present to His Majesty and afterwards dined with the Imperial party.

PACIFIC MAIL S.S. "SIBERIA"

The Pacific Mail S.S. *Siberia* was open for inspection between the hours of two and five this afternoon, when the band of the 33rd Burma was in attendance on board. Launches flying the P. M. S. S. Co.'s house flag conveyed the visitors off from Blake Pier, running to and from the vessel at intervals of 15 minutes. The *Siberia* is the largest vessel yet turned out in the States, her tonnage of 11,284 being slightly in excess of the *Korea*. The cabins, fittings, beds, furniture and bath are all of a new improved pattern, and the suites of rooms, consisting of a bed-room, sitting-room, bath-room and lavatory, give travellers far more privacy than they could enjoy in a first class hotel; in fact, a great portion of the vessel seems to be simply cut up into so many houses. In the first saloon dining room the panneling is inlaid with beautiful oil paintings, and to convey an idea as to size, it will be sufficient to observe that it extends the whole breadth of the ship and seats over 200 persons. The music and smoking rooms also are different to other vessels; seats are so broad, the room cheerful, and, at the same time, there is an entire absence of gaudy or such a common appearance. Great points in the *Siberia*'s interior adornment lie in its practicability and simplicity. Good polished teak and mahogany, and snow white paintwork, surrounding velvet cushioned settees and lounges, and bright new Brussels carpets on the deck need no adornment. She has four tiers of beams, three decks, double bottom water ballast tanks and is fitted with ten water-tight bulkheads. The life-boats, which are carried swung out ready for lowering, are on the boat-deck level, thus leaving the spacious promenade deck unimpeded. There is accommodation on board for 200 first-class passengers, 60 white stowage, 1,200 Chinese stowage and 236 crew. The *Siberia* and her sister ship *Korea* are the most stately merchant vessels that have so far visited our South China shores.

QUARANTINE.

The Colonial Secretary informs us that the Government of Indo-China has declared Hongkong to be infected with Bubonic Plague and that the entry of Asiatic immigrants from this port is prohibited until further notice. The importation from Hongkong of grain and seeds of all kinds, flour, dry paste used for food, rags, trinkets, old clothes, bedding already used, and personal effects of Asiatic origin is also prohibited.

Mail steamers will be admitted to free pratique on condition of having embarked at Hongkong nothing but vitals, coal, postal mails and passengers of European origin, furnished with certificates of health.

CHINESE ENGINEERING AND MINING CO.

The following article, which is taken from the *China Gazette*, refers to an editorial reproduced in our Tuesday's issue from the *N. C. Z. News*.—Our senior morning contemporary, which has lent itself so curiously to machinations of the gang manipulating the flotation of the Kaiping "circus" and building of the shares, is evidently not content to rest upon the laurels and other things it gained thereby, but allows itself again to be made the mouth-piece of those interested in misleading the public and bolstering up the questionable methods of the flotation and the gross mismanagement of the concern. Millions of taels belonging to the victimised Chinese owner and other shareholders are no account apparently, and the only thing now to be done is to continue to throw dust in the eyes of the victims and editorially spank them soundly if they cry out—i.e. continue the healthy agitation for *truth* and better methods, first started in our columns. A brazen attempt to mislead the public with this two-fold object in view, appears in the generally decorous, dull columns of our staid contemporary, which are usually devoted to the "un-tuous rightness" of its missionary contributors. Let us reply as briefly as we can to that lengthy piece of special pleading. In reference to our contemporary's anxiety lest a continuance of the agitation by the media-victims, China owners of the Kaiping mines should militate against any other mining ventures in China in which foreigners may be interested, we would reply that the action which the Kaiping shareholders' committee has taken to see that the agreement with the new company's directors is loyally and honestly carried out, if successful, will do more to assist foreign capital than anything introduced into China. It suggests, it would be a crying shame and miscarriage of justice if the people who

got away with the large amount of money represented by the mysteriously allotted scrip were allowed to escape unpunished.

It is our earnest hope that the agitation will continue until the London directors are thrown out and proper action taken with reference to the mysterious allotment.

Our contemporary goes on to refer briefly to the history of the company. But we know, and it can be proved, that the Chinese owners of the property were offered four million dollars for it from Hongkong just before the transfer to the present company and that offer was refused. The idea of the owners was not to sell the property, but to work it with increased capital for the benefit of all concerned. It is a deliberate falsehood to say that the Chinese sold it to the Oriental S. Indicate. It was not sold at all, but was transferred direct to the Chinese Engineering and Mining Company Ltd. Messrs. Moring and Hoover were merely the agents of Chang Yen-mow to carry out this portion of the work. One of the conditions of the deed of July 31st was that £1,000,000 should be put up by the new company (the C. E. & M. Co. Ltd.) for working expenses. A telegram was received in February 1901 from the Bank of D'Outre Mer, Brussels, saying that the £1,000,000 had been duly deposited to the credit of the C. E. & M. Co. Ltd. in that Bank. In consequence of that telegram the deed of February 19th, 1901, was signed in Tientsin by the representatives of the old Chinese Company. If then the Chinese Engineering and Mining Company Ltd. could put up £1,000,000 in February 1901, how was it that the Company did not get the rights from the Oriental Syndicate till May 1901—three months after the deed was signed? At this point more mysterious still is the undoubted fact that nothing has ever been heard from that day to this of that alleged £1,000,000 deposited in the Bank of D'Outre Mer. It is surmised that the enterprising bagman who wears the crown of Belgium in those idle moments that he can snatch from the more engrossing business of slave dealing in the Congo and market rigging in concessions elsewhere, deposited this trifling amount and immediately drew it out again, but of course we cannot ever hope to hear H.M. King Leopold into the witness box, enlightening us as such an illustrious witness might be. It is certainly a fact much more easy of establishment that the original owners of the unfortunate Kaiping property, never authorised the employment of any immediate syndicate to transfer the property to the new company.

(To be continued.)

TIENTSIN.

(From Our Own Correspondent.)

TIENTSIN, April 3rd.
At last measures are about to be adopted which may have the effect of in some degree lessening the financial pressure in the City. After various meetings and many consultations the foreign banks have agreed to accept big native notes providing they are shroffed by the Customs Taitai and the Salt Commissioner. The revenue is believed to be and probably is entirely free from previous hyp thecation, and is good enough security for several millions, and the banks are therefore pretty safe in accommodating the native market to this extent. It is believed that about seven or eight million taels will suffice to put matters in motion again. Once the ball is set rolling there might be a chance of things improving. At present the import trade is entirely at a standstill because the godowns are filled with long standing orders of which the Chinese are unable to take delivery for lack of silver. For the same reason exports except in certain lines have fallen off to an unprecedented extent. By the acceptance of the native notes through their foreign clients several millions taels worth of actual silver will be placed in circulation, and provided that it is kept in circulation and is not exported to Shanghai or absorbed in Peking the situation will be distinctly relieved, pro tem. But one cannot but fear either one of the two above alternatives will take place. It seems questionable whether Peking has not been largely responsible in the past for the present shortage. Enormous sums are being spent by the Court and the voice of great groaning is heard in the land over the continual drain of official demands, and what more likely than directly this money is let loose that some of it will be diverted for private Imperial or official ends? The official requisitions are quite concluded but only minor points remain to be settled now and the measure is practically carried. Trade was so completely blocked that the foreign banks were driven to this arrangement in sheer self defence.

The following extracts from the daily Customs sheet may be of interest to show how matters have stood in regard to the principal exports this year. Dog skins, feathers and marmot skins are the only items which show fairly good results; all the others are sadly below the average.

	From 1st Jan. to 31st March 1902.	From 1st Jan. to 31st March 1903.
Bristles	1,037	323,108
Feathers, ordinary	33	5,724
Fancy	—	—
Horse Tails	—	17
Mats	—	18
Tea	172	—
Dog-skin Mats	8,715	10,518
Rugs	—	—
Goat-skin, black	13,472	—
White	24,013	663
Blue	3,409	390
Mixed	8,694	—
Sheep-skin	10,668	3,649
Silk-Covered Kid Black	—	32,718
Colored	9,151	122
Goat-skin Unlined	41,763	440,704
Mamel Skin	—	119,585
Camel Wool	7,602	3,105
Wool	2,024	—
Sheep	34,999	21,885
Orlides	—	1,415

The royal party in Peking have been visiting the Tombs and generally doing the rights, sounds and smells of the Celestial capital. On Thursday Prince Rupprecht had an audience with the Empress Dowager first and afterwards with the Emperor, an official from the German Legation acting as interpreter. The E. D. as usual had much to say regarding her desire to be at peace with all her well-beloved brethren and sisters of the outer world. The Emperor is said to have confined himself to the remark that "he would like to travel," which might be read to mean "I should like to get out of this!" It may be remembered that he murmured something of the same kind when Prince Henry came to China.

Jung Lu is again very unwell and has engaged a foreign doctor. He applied for leave or to retire altogether, but an Edict of April 1st affirms he is too valuable a servant to the Throne and cannot be spared.

LATER.
Strange to say my personal impressions with regard to the new monetary arrangements mentioned in my letter of yesterday's date, have been confirmed by a Chinese merchant who voluntarily expressed doubts, precisely similar to my own. He reminded me, moreover, of a point which I had momentarily forgotten, namely, of the Edict issued a few months ago by the Government disclaiming any responsibility concerning loans made by provincial officials without the special sanction of the Throne. According to this Edict the present arrangements are, of course, invalid, but as the

affair is still pending, it is possible that the bank will refuse to sign the agreement. The bank has given credit for the further points out that the silver will by some round about means get into the official vaults and stay there, and not benefit trade at all. He declares the merchants and bankers in the city are not to believe for a moment they will be the ones to derive the benefit. It is thought not impossible too that forgeries of the Tactia's and commission's seals will be made and credit gained for their circulation which will catch some foreign trader in the long run, not to mention perpetuating a rotten system of business.

Commercial.

RAUB.

We make the following extracts from the General Manager's Report to March 28th. The mine measurements and assay results of prospecting work, prepared by the Mine Manager, show a total of 551 ft. for the period (4 weeks) under review, made up of 90 ft. sinking, 15 ft. rising, 262 ft. driving, and 184 ft. cross-cutting, as against a total of 404 ft. for the previous three weeks.
General—Machinery and plant have given no great trouble during the month.
Milling return for 4 weeks to March 28, 1903. Stamps working—40.
Period of work—28 days less last time 166.88 hours or 6.7 days for the whole mill. Stoppages due mainly to annual general overhauling and repairs, and constructing new water tank.
Ore milled.—Bukit Koman 1,714 tons.
Bukit Hitam 842Total 2,556 tons
Mill duty.—3.1 ton per stamp per 24 hours.
Amalgam yield—1,684 oz giving 604.5 oz melted gold—35.95%. Also 365 oz bullion from retorting mercury, assay office profits and general scrap, total 611.2.
Bullion fineness—902.
Bullion yield—5.01 dwt per ton milled—72.96% of contents.
Mercury loss—1.18 lb per 100 tons milled—2.42 oz per oz of bullion.
Concentrates saved.—Blanketings 24 tons (93% weight), assay 16.74 dwt—157 dwt per ton milled.
Buddings—75 tons (.934% weight) assay 8.79 dwt—258 dwt per ton milled.
Total 3.873% of weight—415 dwt per ton milled—6.04% total content.
Tailings—Assays 1.5 dwt—1.44% dwt per ton milled—127 total contents.
Estimated cost for 4 weeks ending March 28. European Salaries £ 5,326.97
Wages Surface \$5,412.65
Development \$5,271.15
Ore raising 3,874.40
Timber, Fuel and Charcoal \$13,827.46
Fumidies Royalty \$1,255.92
Stores 1,996.90
Petities 11,362
\$ 3,366.44
\$23,480.27
Cost per ton \$3.18.—The expenses of four weeks being divided among the product of only three weeks' milling.
Estimated value of output \$39,000.
Expenditure on capital account main shaft \$780.

SHANGHAI SHARE REPORT.

The following extracts of the week's share transactions are from Messrs. J. A. Sullivan & Co.'s report, published on the 8th April.
A miscellaneous business has resulted this week in better prices being paid, and at the close the tendency is firm. Owing to the failure of a native dealer to meet his engagements for March, several contracts are still unsettled, but there are prospects that eventually everything will be amicably arranged. The London sight rate is quoted to-day at 2 1/2 3/16. Con. old 29 1/2. The Hongkong rate for 3 days' sight is 73 1/2. *Wharves*.—Shanghai and Hongkong Wharf shares have been placed at Tls. 305 and Tls. 300. Kowloon are quoted 595.
Shipping.—The shorts held their hand until the last moment in Indo-China but commenced buying freely after the settlements, paying Tls. 74, Tls. 75, Tls. 76, Tls. 77 and Tls. 77 1/2 for cash. For this month's account contracts have been settled at Tls. 75, Tls. 76, Tls. 76 1/2, Tls. 77, Tls. 77 1/2, Tls. 77 3/4, Tls. 78, Tls. 78 1/2, Tls. 79, Tls. 79 1/2, Tls. 79 3/4, Tls. 80, Tls. 80 1/2, Tls. 80 3/4, Tls. 81, Tls. 81 1/2, Tls. 81 3/4, Tls. 82, Tls. 82 1/2, Tls. 82 3/4, Tls. 83, Tls. 83 1/2, Tls. 83 3/4, Tls. 84, Tls. 84 1/2, Tls. 84 3/4, Tls. 85, Tls. 85 1/2, Tls. 85 3/4, Tls. 86, Tls. 86 1/2, Tls. 86 3/4, Tls. 87, Tls. 87 1/2, Tls. 87 3/4, Tls. 88, Tls. 88 1/2, Tls. 88 3/4, Tls. 89, Tls. 89 1/2, Tls. 89 3/4, Tls. 90, Tls. 90 1/2, Tls. 90 3/4, Tls. 91, Tls. 91 1/2, Tls. 91 3/4, Tls. 92, Tls. 92 1/2, Tls. 92 3/4, Tls. 93, Tls. 93 1/2, Tls. 93 3/4, Tls. 94, Tls. 94 1/2, Tls. 94 3/4, Tls. 95, Tls. 95 1/2, Tls. 95 3/4, Tls. 96, Tls. 96 1/2, Tls. 96 3/4, Tls. 97, Tls. 97 1/2, Tls. 97 3/4, Tls. 98, Tls. 98 1/2, Tls. 98 3/4, Tls. 99, Tls. 99 1/2, Tls. 99 3/4, Tls. 100, Tls. 100 1/2, Tls. 100 3/4, Tls. 101, Tls. 101 1/2, Tls. 101 3/4, Tls. 102, Tls. 102 1/2, Tls. 102 3/4, Tls. 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Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KEEMUN"	On 17th April
GLASGOW and LIVERPOOL	"PATROCLUS"	On 24th April
GLASGOW and LIVERPOOL	"CALCHAS"	On 30th April
GLASGOW and LIVERPOOL	"HYSON"	On 9th May
GLASGOW and LIVERPOOL	"AJAX"	On 16th May
GLASGOW and LIVERPOOL	"ANTENOR"	On 23rd May

S.S. "KEEMUN" left Singapore 12th instant a.m., and is due here 17th instant.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*LIVERPOOL via MARSEILLES	"PINGSUET"	On 20th April
MARSEILLES, LONDON & ABERDEEN	"DEUCALION"	On 28th April
MARSEILLES, LONDON & ABERDEEN	"JASON"	On 12th May
*LIVERPOOL via GENOA	"AGAMEMNON"	On 17th May
MARSEILLES and ANTWERP	"TANTALUS"	On 21st May
LONDON	"PATROCLUS"	On 26th May
LONDON	"CALCHAS"	On 30th May
*LIVERPOOL via GENOA	"HYSON"	On 12th June

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	On 19th April
	"AJAX"	On 20th May

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th April, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW and TIENSIN	"KWEIYANG"	17th instant
SHANGHAI	"KIUKIANG"	17th "
SHANGHAI	"SINGAN"	20th "
MANILA	"TAIYUAN"	21st "
PORT DARWIN, THURSDAY IS., COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	21st "
MANILA	"SUNGKIANG"	22nd "
CEBU and ILOILO	"KAIFONG"	23rd "
KOBE	"TSINAN"	30th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

§ See Special Advertisement.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th April, 1903.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	Saturday, 18th April, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	Saturday, 25th April, at 10 A.M.
PERLA	1980	J. McGinty	MANILA (via AMOY)	

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 11th April, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	W. E. Craven	April 24, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	May 14, "
"INDRASAMHA"	5,167	R. P. Craven	June 14, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI*.....	"DAIGI MARU"	T. W. Groves	SUNDAY, 19th April
FOR FOCHOW*.....	"ANPING MARU"	J. Goto	WEDNESDAY, 22nd April
FOR TAMSUI*.....	"DAIJIN MARU"	T. Ogata	SUNDAY, 26th April
FOR ANPING*.....	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 29th April

* VIA SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoons at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage, and further Information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

Hongkong, 15th April, 1903.

T. ARIMA, Manager.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED.HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th January, 1903. [35e]

STEAM TO CANTON.

FRENCH MAIL

Twin Screw S.S. "SAN CHEUNG," 951 Tons, Captain Murphy, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M. Unexcelled accommodation for First Class Passengers. Hot and Cold Water lead on by Pipes to each Cabin. Ship lighted throughout by Electricity. Passage Fare \$3.00 Single Journey. Meals \$1.00 each.

The Company's Wharf is East of the Hongkong Harbour Master's Office, and West of Canton Boat Co.'s Wharf.

CHEUNG ON S.S. CO., LTD.

Hongkong, 17th January, 1903. [70c]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG," Capt. Mason. Departures from HONGKONG to MACAO, Daily, at 8 A.M. SUNDAY including. Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including. This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:
1st Class.....\$2.00
2nd ".....1.00
3rd "......50
Further Particulars may be obtained at the Office of theWING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.

Hongkong, 10th March, 1903. [87e]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship.

"NAMSANG," Captain Geo. Payne, will be despatched as above on SUNDAY, the 18th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 11th April, 1903. [458e]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	E. P. Bishop	3,869	Saturday, 18th instant, at 11 A.M.
ROSETTA MARU	N. Tate	3,876	Wednesday, 22nd instant, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 14th April, 1903. [17e]

AUSTRIAN LLOYD'S STEAM NAVIGATION
COMPANY.STEAM TO
YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA," Captain Mosca, will leave for the above places TO-MORROW, the 17th instant, P.M.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.

Prince's Buildings.

Hongkong, 9th April, 1903. [451e]

AUSTRIAN LLOYD'S STEAM NAVIGATION
COMPANY.STEAM TO
SHANGHAI, YOKOHAMA AND
KOBE.

THE Company's Steamship

"MELPOMENE," Captain Tosone, will leave for the above places on TUESDAY, the 21st instant, at Noon.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.

Prince's Buildings.

Hongkong, 15th April, 1903. [475e]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"CALEDONNIEN," Captain Marcantelli, will be despatched for the above ports on or about SUNDAY, the 19th instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 15th April, 1903. [1004e]

Shipping.

STEAMERS.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer "KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving Canton at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

Hongkong, 14th March, 1903. [322e]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG," Captain McCall, will be despatched as above TO MANILA, the 17th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 14th April, 1903. [461e]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"RICHMOND CASTLE," About 20th April.

"AFRIDI," " " " " 5th May.

"SAGAMI," " " " " 23rd May.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 4th April, 1903. [339d]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship

"YAWATA MARU," 3,600 Tons, Captain A. E. Moses, will be despatched for the above Port on FRIDAY, the 24th instant, at 4 P.M.

This Well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.

Hongkong, 15th April, 1903. [477e]

Consignees.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"NAMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after MONDAY, the 13th instant, at 4 P.M., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 11th April, 1903. [456e]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SAGAMI,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the Wharves delivery may be obtained.

A General Average Bond lying at the Office of the Undersigned has to be signed and a deposit paid before delivery of cargo can be obtained.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 11th April, 1903. [459e]

"WARRACK" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOTHIAN,"
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 15th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 15th April, 1903. [476e]

AUSTRIAN LLOYD'S STEAM NAVIGATION
COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN,
COLOMBO, PENANG AND
SINGAPORE.

THE Company's Steamship

"CHINA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, 15th April, 1903. [451e]

THE PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRAVELLI,"
FROM PORTLAND (OR), YOKOHAMA,
KOBE AND MOJI.

THE above steamer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 15th April, 1903. [1266e]

Intimations.

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary,
50, Queen's Road, Central.

Hongkong, 28th November, 1902. [1299d]

THE COMPANY'S STEAMSHIP

"CHINA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, 15th April, 1903. [451e]

THE PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

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Hongkong, 15th April, 1903. [1266e]

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Hongkong, 28th November, 1902. [1299d]

THE COMPANY'S STEAMSHIP

"CHINA,"

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Optional Cargo will

SALE
OF
MUSLINS.

April 1st to 30th.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

SALE
OF
SILKS.

April 1st to 30th.

BARGAIN SALE OF
MILLINERY! MILLINERY!!

25

PARIS MODELS REDUCED FOR 6 DAYS ONLY
MUST BE CLEARED.

50

FANCY COLOURED STRAWS.
NEWEST SHAPES AT A SPECIAL PRICE OF
\$1.90.

WORTH FROM \$3.00 TO \$5.00.

RICH SILK SKIRTS AT \$12.50.

THE ABOVE ARE FAR BELOW COST AND WILL WELL REPAY A VISIT.

April 14th.

R. G. HECKFORD,
MANAGER.